## COL. THOMAS A. SCOTT DEAD.

THE INTERESTING STORY OF HOW HE FOUGHT HIS WAY TO WEALTH AND POSITION.

Beginning for Himself on a Bollar a Week and Deine Worth Millione-Made Squerin tendent of the Pennsylvania Railroad White Yet Young in Life-His Valuable Services in the War-Personal Traits.

PHILADELPHIA, May 21.-Col. Thomas A Beott died at 9 o'clock this evening. On the 3d inst, he was at his office as usual, but returned home somewhat depressed. During the early part of the evening beawas very nervous and retired to bed at 6 o'clock. He continued very restless during most of the night, and suffered entire paralysis of the left side and limbs. His immediate death was expected for several days, but his physical forces rallied unexpectedly, and he became so much better that he was removed to his country residence, near Darby, on Monday last, There was no marked change in his condition after his removal until Thursday evening. Then he suffered a release falling into a condition of half stuper, which gradually became so much worse that yesterday Dr. Bartleson expressed a fear that the patient would not live twenty-four hours longer. All day to-day he remained as if asleep, seldom opening his eyes and showing little or no sign of pain. While there was some evidence of sensibility. he was unable to recognize anybody, and in this condition he remained without any material change until his death.

Not long after the war of 1812 one Scott, a Scotch Presbyterian, started a tavern in Lou-don, Franklin County, Pa. It was forty miles of the now famous battlefield of Gettysburg, fifteen miles southwest of Chambersburg. and less than twenty miles from the Maryland line. It berdered the west branch of the ac River. The valley was settled by Scotch Irish, who seem always to have sought limestone land and limestone water. The vil-lage lay on the line of the Baltimore and Pittsburgh turnpike. A few straggling houses fronted the highway, and were called Loudon. The Presbyterian church was the most prominent edifice. It numbered among its communicants nearly every inhabitant. Scott's tavern was a primitive structure, but it did a fair business. It was a stopping place for Conestogs the East. Scott and his wife were industrious and God-fearing, but made no more than a liv ing. They had two sons and four daughters The oldest boy, James D. Scott, is now a successful merchant in Chambersburg. Two of the girls married Major Patton and Col. Stewart, sterward men of mark in Philadelphia.

SCOTT AS A CLERK IN COUNTRY STORES. Thomas Alexander Scott, the second son, was born in the humble tavern within the shadow of Cone Mountain on Dec. 28, 1823. A violent snow storm was raging at the time. The lad was sent to a district school when less than five years old. Teachers then received a small stinend from each patron, and took part payment in board, moving their hair trunks from house to house at stated intervals. "Aleck," as young Scott was called by his schoolmates. quickly mastered reading and writing, and de veloped an unusual aptitude for mathematics. When nine years old he was an adept in vulgar fractions and felt perfectly at home in the rule of three, proportion, and simple and compound interest. His teacher was Robert Kirby, a man who did not spare the rod to enforce discipline It is said that Aleck was never birched but once, and then for catching a mouse in school hours with a fishhook baited with cheese.

At the age of 10 his father died, and the family was broken up. Young Thomas left school, and went to live with his oldest sister, whose husband kept a country store near Waynesboro, in the southeast corner of the county. Here he remained eighteen months, making himself use ful in the store. He next entered the service of Bridgeport, a town six miles south of the Scott Soon afterward he received an offer of \$50 a year and board from Metcalf & Ritchie a mercantile firm of Mercersberg, five miles south of Bridgeport. Young Thomas eagerly accepted the offer. He remained there until he was 17. He is described at this time as an active, quick-witted boy, prompt, courteous, obliging, and entirely trustworthy.

In 1841 Major James Patton, young Thomas's

-in-law, was a collector of tolls on the State Railroad at Columbia, Lancaster County. The youth paid him a visit, and for some time While here he made the acquaintance of John W. Forney, then 22 years old. Forney was a printer's devil in the office of the Lancaster Journal when young Scott first entered the country store near Waynesboro. Fortune had favored him more than the Franklin County boy. He was already the owner and joint proprietor of the Journal, and had consolidated it with the Intelligencer. Thomas remained but a short time with his brother-in-law, and then accepted employment in the warehouse and commission establishment of the Leeches in Columbia. "I remem ber it well," said Col. Forney, to whom the writer is indebted for many incidents. "He began work with the Lunches at a salary of and as handsome as a picture. He could handle them at sight. He was as bright as a diamond. as steady as a town clock, and as frank and open-hearted as one of Bret Harte's California

miners. Scott remained at Columbia six years. His kind manners, marked ability, and faithful and courteous discharge of his duties made him a general favorite. No young man was better known in that part of Lancaster County. He took no active part in politics, but read the newspapers carefully, and showed natural Scotch-Presbyterian proclivities during the terrible anti-Catholle riots in Philadelphia in 1844. SCOTT'S PIRST APPEARANCE IN PHILADELPHIA.

In 1847 he went to that city. Mr. A. Boyd Cummings was Collector of Tolls at the eastern end of the Public Works. Through the influence of his brother-in-law, young Scott, then twenty-three years old, obtained a clerkship under Cummings. He was quickly promoted to the office of chief clerk. His office was at Seventh and Willow streets, on the Schuylkill front. His friend Forney had been in the city. two years, editing the Pennsylvanian, a leading Democratic newspaper. Before leaving Columbia, young Scott fell in love with the daughter of Reuben Mullison, a well-known citizen. She was a girl of modest demeanor and of a rettring disposition. In the fall of 1848 Scott revisited Columbia and married her. He settled down in Philadelphia and resumed his duties in the Col lector's office. Within two years his keen perception and rapid methodical execution attracted the attention of Col. Patterson, then President of the Pennsylvania Central Bailroad Company. At that time the commercial interests of Philadelphia were seriously threatened. The New York and Eric Railroad was in setive operation. The Hudson River Railroad was nearing comple-With the New York Central it created a new highway to the great Western lakes. On the south the Baltimore and Ohio Railroad was linking itself to the Ohio River in an effort to

transportation agent for the inclined-plane or mountain division. Scott made his headquarters at Hollidayaburg, and entered upon his duties on Nov. 20, 1850. He was then 26 years old—the age of Napoleon Bonaparte when he won his first victory in Italy. Scott reorganized the division. There were no more accumulations of freight at the foot of the inclined planes. Goods went over the mountains as promptly as passemeers. In six months he could tell to a pound and a minute what could be done and when it could be done. Meantime work was pushed on the western division of the road inking the inclined planes to Pittsburgh. On Dec. I. 1852, barrely two years after Scott's arrival in Hollidayaburg, this division, was completed. The inclined planes were working to their full capacity, but they barred the way to Altoona. The Western division lacked organization. As Scott' had been so successful in the Mountain division he was transferred to Pittsburgh as third superintendent of the Western division. Day and night he labored to thoroughip equip and organize his section. Work on the Mountain division was steadily pressed for ward. The Alleghanies were tunnelled, ledges were scaled, the granting of the Horseshoe bend was made, and a hundred engineering difficulties were overcome. At last, on St. Valentine's Day, 1854, the old inclined planes were used for the last time. The great work was accompliahed. Philadelphia was saved. On the next day a train ran from the Delaware to the Ohio in filteen hours. The New York and Erie, the Hudson River, the New York Central, and the Baltimore and Ohio Rairoad combanies were confronted by a rival trunk line to the West.

Betwee the completion of the work, however, Mr. Scot lost his wife. She died in 1853, leaving a son, James, who is still living, and a daughter, now the wife of H. W. Bickley, formerly a prominent Philadelphia banker.

The Ohio had been woided to the Delaware.

The Ohio had been woided to the Delaware. It was only the first victory in the great struggle for competitive traffic. The company began to stretch its iron fingers toward the lakes and toward the Mississippi. As early as 1852, while Scott was solving the problem of the inclined planes, its stockholders had authorized subscriptions in aid of the Ohio and Pennsylvania and the Ohio and Indiana roads, afterward consolidated into the Pittsburgh Fort Wayne and Chicago, the Springfield and Mount Vernon, and the Marietta and Chicamati Railroads. Their object was to secure connections with Chicago and Cincinnati. In 1854 in order to secure the completion of the most direct line to Cincinnat, Indianapolis, and St. Louis, they authorized the endorsement of the bonds of the Steubenville and Indiana Railroad. At each annual meeting the company endorsed the THROUGH TO CHICAGO. authorized the endorsement of the bonds of the Steubenville and Indiana Railroad. At each annual meeting the company endorsed the policy of adding its Western connections and of establishing intimate relations with them as feeders of the main line. Scott grew up in this railroad school. He had unbounded faith in its teachings. In 1857 Gen. H. J. Lombaert, Superintendent of the Fennsylvania Central, resigned on account of till health. Scott's success on the Western division had placed him in the foreground. He had established the machine shops in Pittsburgh, and bis division was in perfect running order. He had infused his energy into minor officials, and every hand was engerity working for the advancement of the interests of the company. Mr. Scott was made Superintendent of the road on Dec. 16, 1857. In the succeeding year, to secure the completion of the Fort Wayne road to Chicago, the Pennsylvania Central Company ioaned to that line the iron rails taken from the inclined planes, and on Christians Day, 1858, the Fort Wayne road was open to traffic or its entire leasth. The Pennsylvania Central ran cars from Philadelphia through to Chicago, and the City of Brotherly Love was wild with joy.

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SCOTT AS A SUPERINTENDENT.

Thomas A. Scott was 34 years old when he accepted the general supervision of the Pennsylvania Railroad. Through the recent purchase of the main line of public works from the State, the whole road was under the absolute control of the company. All conflicting interests in its management vanished. The removal of the tonnase tax and a reduction in tolls had advanced the interests of its patrons and shareholders. For the first time its officers had an open field for work. The former duties of the General Superintendent were divided. The auditing of accounts was given to a comptroller. Mr. Scott assumed the active supervisis nof the road. His basis of operations, as announced in his first annual report, was fair rates upon through traffic, encouragement of local industries, and a steady improvement upon facilities for transportation. For a year he gave himself up to details. Each engineer, fireman, station agent, conductor, and train despatcher felt the impulse of his resistiess energy. His headquarters were at Altoona, but he turned up at all points on the road, untying knots and levelling difficulties. There was hardly an employee who did not know him by sight. He rode on locomotives, visited car shops and rolling mills, and gave his personal supervision to a thousand minor details. No one knew the road and its grades better than he, and no one knew the scope and capacities of its officers as well as he. During one of his exeursions he was thrown from a locomotive. He alighted on his left shoulder, and was seriously impred. Ever afterward, when greatly fatigued, he complained of numbness in his left side. At another time his presence was necessary at an extraordinary crisis in the affairs of the company. He started from Pittsburgh on an express train. After some hours' travel he found in meet of particles and merchandis were reduced to ashes. The Superintendent then resumed his journer. On his arrival in Philadelphia some of the directors e SCOTT AS A SUPERINTENDENT.

rain.

In 1859 the road's Northern competitors began to cut the rates. It was the first great fight for the carrying trade of the West. When a settlement was reached, the Pennsylvania Company insisted upon an allowance in favor of Philadelphia, on the ground that she was nearer to the seaboard than either. New York or Boston. It declared that the advantages of her geographical position were entitled to a favorable consideration, and after a long parley the point was conceded. Mr. Scott took an active part in the negotiations, and received due credit for their result.

their result.

VICE-PRESIDENT OF THE HOAD.

In June, 1869, William B. Foster, a director and Vice-President of the road, died. Mr. Scott was chosen to fill the vacancy. The annual possipts of the road had increased from a scant \$350,000 in 1850 to nearly \$6,000,000. As Vice-President Mr. Scott became the working President of the company. His rapidity and courage as an executive officer had already given him a prestige on every railroad in the United States. It was still further enhanced. He acquired a national reputation. He took pride in the reputation of the road. His wolfare was to him as the breath of his nostrils. His first object was its perfection, and the second the securing of permanent advantages. Although no politician, he knew the value of politicians. To gain a given result he allowed no scruples to influence him in securing favorable legislative action. If votes were wanted and personal influence could not obtain them they were bought at any price. At one time \$20,000 was paid for a needed vote. Scott knew his sub-loutenants before he gave them positions. A better judge of men probably never existed. When they once possessed his conflidence he trusted them implicitly. He gave them his plans, and left them free to carry them out. If they were successful he was pleased; but if they failed ne showed no displeasure. He lost no faith in the ability of the servant, but regarding the failure as due to unavoidatie circumstances, he gave the luckiess official further proofs of his confidence, placed him again on his feet, and inspired him with renewed energy. The loyalty of his railroad officials was equalled only by the loyalty of his feet in the legislature and on judicial circuits. He alied the interests of the company with the interests of party leaders without regard to politics. The interests of the company with the interests of party leaders without regard to politics from the present day, the Legislature and the Sinte Government have been lattle less than a board of directors for the Pennsylvanic c

While he was building machine and repair shops, experimenting with rails and switches, changing wood-burning locomotives into coal-burners, ribbing the State with branch lines, tapping coal flesis iron, lumber and tanning districts, and the newly ansovered reservoirs of notrogonia, and perfecting the connections of the road in the West, Lincoln was ingurated President, and evil war broke out. Pennsylvania and Massachusetts soldiers were mabbed in Baltimore, The National capital was isolated. The country between the Potomac and the Susqueinanna was occupied by the enemies of the too. ASSISTANT SECRETARY OF WAR. Inking itself to the Ohio River in an effort to secure Western trade. Thus, with the Erie Canal, there was feather to secure Western trade. Thus, with the Erie Canal, there was feather to sagthe life blood of Philadelphia. Capital and credit north and south of that city had been taxed to surmount barriers to the Western prairies. Pack horses and Constign wagons were driven to the Panish Althona was the western terminas of the Panish Philadelphia Central Railrond proper. By inclined planes on what was known as the Portage road freight and passengers were sent to Johnstown and Philadelphia seasy and direct railroad communication with the Ohio was imperatively demanded. Inclined planes were trade of Philadelphia seasy and direct railroad communication with the Ohio was imperatively demanded. Inclined planes were trade of Philadelphia seasy and direct railroad communication with the Ohio was imperatively demanded. Inclined planes were trade of Philadelphia seasy and direct railroad communication between Johnstown and Philadelphia seasy and direct railroad communication with the Ohio was imperatively demanded. Inclined planes were trade of Philadelphia seasy and direct railroad communication between Johnstown and Philadelphia seasy and direct railroad communication between Johnstown and Philadelphia seasy and direct railroad communication with the Ohio was imperatively demanded. Inclined planes were tradically demanded. Inclined planes wer

grace with which he would say 'No,' as he had frequently to do, proved that official labors came easy and natural to him, and that the cares so sure to break down an ordinary man bore lightly upon him. It was pleasant to note how quietly he met the leaders of armies and the leaders of the Benate. No matter what the theme, he was unconstrained and self-poised. One of the secrets of his popularity was his avoidance of all political discussions. Intensely attracted to his country, he was claimed by no party, and had as many friends in one as in the other."

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A NEW RALLEOAD DEVARTURE.

Again in harness in Philadelphis, Col. Scott devoted all his time and attention to the intercests of the Pennsylvania road. He was farseling and progressive. His main object was the perfection of a mighty system. It included not only the uniting of the Atlantic with the Mississippi, with incidental extensions embracing an extensive network of railroads in the South, but it looked forward to a great trunk line to the Pacific. His muscle and brain were concentrated on this project, and for wenty years it guided his action. In 1864 the Steubenyille and Indiana road was completed through to Columbus, and the profit realized upon the investment made on the Fort Wayne line was invested in the Pittsburgh and Stanbenyille line. Four years later these roads were consolidated into the Pittsburgh and Stanbenyille line, Four years later these roads were consolidated into the Pittsburgh and Stanbenyille line, the profit of Gould and Fisk, reached for the Columbus, Chicago and Indiana Central Railroads, so as to secure a through line to Indianatolis and Chicago. To cheek them, Scott manguayed a losse of these roads to the Pan Handie road, under the guarantee of the Pennsylvania Company. This lease was the first step in a new departure. It inaugurated a bold and aggressive campaign. It reversed the policy heretofore pursued by the Pennsylvania company, It had been trying to reach the traffic of the Northwest and Southwest by assisting in the construction of tributary lines leading to the markets in these sections, without controlling their management. Under this system the traffic had become too rich a prize to be allowed to pass into rival hands. Col. Scott discerned the time for action, and snatched the prize in advance of all competitors. The lease of the Columbus, Chicago and Indiana Central road was followed by the leasing of the Luttle Mismi, the Fort Waynes and Chicago, the Eric and Pittsburgh, and the Cleveland and Pittsburgh lines. Th A NEW RAILEGAD DEPARTURE. ON TO THE MISSISSIPPL.

company, bearing only four and a half per cont. interest, having these leases as their main security, are now selling above par.

Col. Scott's iron fingers had now reached Erlo. Cleveland, Toledo, and Cincago, on the lakes, and Pittsburgh, Wheeling, and Cincinnati on the Ohio. He began to stretch them toward Louisville and St. Louis. A lease of the Jefferson, Madison and Indianapolis road in 1873 perfected the control of the bridge over the Ohio at that city. The bridge in Cincinnati had already been secured. Thus the way to the marked of the Southwest was open. The construction of the Vandalis line gave the Fennsylvania road the best route to St. Louis. A part ownership in the Indianatoris and St. Louis road and a control of the Atton and Terre Haute gave the company an equal volos in the direction of a rival route. Harroad men were amaned at the Colonel's nerve and audacity. He did not rest, but, in addition to the control of this network of roads, he obtained practical possession of the Indianapolis and Vincennes, Cincinnati and Muskingum Valley, Grand Rapids and Indiana. Cincinnati, Richmond and Fort Wayne, Ashtabula and Pittsburgh, and Northwestern Ohio. All these railroads were practically under his management, and the whole system was under his personal supervision. It involved an amount of labor and responsibility that knew neither rest nor limit. As President of the Pennsylvania road, and of the Pittsburgh, Cincinnati and St. Louis Railroad, he assumed the direct executive management of the lines, and from that time until his rottrement, in 1850, his was the ruling spirit in all their councils. His reports show how they were moulded into commet and powerful organizations, and made efficient and remunerative. As early as 1850 he had discovered the value of steel rails and stone ballast. Once convinced of their utility and permanence, he did not rest until the struggling roads with the Frisand New York Central and permanence he did not rest until the company's line he secured a directione to New York, an

In 1872 a few Liberal Republicans seriously mentioned Col. Scott as a candidate for President. His early training had been among Democrate, but he had never taken a party stand. His affiliations, however, were liepublican. The movement to place him in nemination at Cincinnati received no encouragement from him, and gradually died. About this time the Union Pacific Railrond ran into financial straits. Col. Scott was called to the rescue. He held the chief executive chair for a year, leaving the road in an admirable condition, with its securities enhanced in value. He was also the ruling spirit in the Southern Railway Security Company. This company was formed to reconstruct the Southern Railway Security Company. This company was formed to reconstruct the Southern Railway Security Company.

Col. Scott's fort to reach the Pacific were redoubled in 1872, when he succeeded Marshall O. Roberts as the President of the Texas Pacific Railrond. He dilated upon the national importance of the route, and its geographical and climatic advantages. The project was affort and on the full tide of success when it was waterlegged by the panic of 1873. He visited Europe, but no American railway bonds could be negociated abroad. The Colonel risked his personal tortune in the scheme endorsing it heavily. He asked Congress to guarance the interest on the amount of bonds necessary to build the road while labor and material were cheap, and he spent week after week in Washington and session after session in an effort to force the measure through. His personal influence bore no fruit. Methods which had too often proved successful in Trenton and literationed and the annagonism of the friends of the existing Pacific road were too strong. The Colonel, after an clinit years' structic, was forced restraint, and the entire through commerce between the two occases is now controlled by private capatal in a private interest. Time, however, has demonstrated his sagnetty. Securities which cand not have been sold seven yoars ago are now alone page. In 1872 a few Liberal Republicans seriously

A CANDIDATE FOR PRESIDENT.

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PRESIDENT OF THE PENNSYLVANIA ROAD.

In May, 1874, Mr. J. Eigar Thomson, President of the Pennsylvania liaitrond, died. Col. Scott was chosen to fill the vacancy on June 3. His first effort as President was to secure an agreement among the trunk lines for the preservation of uniform rates, on the ground that all shippers should be placed on an equality, and that the reads should receive a fair remains affection for the work done. The result was the formation of East and West bound pools. Competitive treffle was divided between the reads in proportion to their ability to secure it, freight was curried at the lowest paying rates then known in the history of railroads. Boards of arbitration were established for the settlement of disputes. Long-continuod differences between the Pennsylvania and the liability remains and Olino roads were established to meet a similar in overested and their profits turned into the treasury of the Lunon and Empire freight into the treasury of the parent company. As through its leases the Pennsylvania company controlled the machinery to secure the trade. Col. Scott decided I that it was entitled to the profits. Pefore this was done, however, the system of rebates founded on the amount of shipments by initiating the first of shipments by initiating the security of the horizon and their profits turned into the treasury of the parent company. As through its leases the Pennsylvania company controlled the machinery to secure the trade. Col. Scott decided I that it was entitled to the profits. Pefore this was done, however, the system of rebates founded in the amount of shipments by initiating the security of the parent with the security. The battle instead for a fortinglit. Peace was only restored by arbitration.

On his return from Europe Col. Scott required the empire that it was entitled to the profits to war uniform. The battle instead for a fortinglit. Peace was only rest

Pennsylvania's Governor was absent and her Sato militia were inndequate, and the national Government was averse to interfering until the State had demonstrated its inshifty to suppress the disturbance. Col. Scott was strongly pressed to yield to the demands of the atrikers. He would yield nothing and discuss nothing until the lawless element was restrained, and the men returned to work. He took prompt precautions for the safety of the company's lives and property. Troops and supplies were forwarded under his personal supervision. The rapidity of his concentrations broke the sower of the mol, and restored order. Of the effort to make the state and not the county pay for the losses of the company, it is not so pleasant to speak. Bribery was clearly proven, and Wm. H. Kemble and other conjuded criminals escaped only through a Court Pennsylvania's Governor was absent and her

the county pay for the losses of the company, it is not so pleasant to speak. Bribery was clearly proven, and Wm, H. Kembis and other convicted criminals escaped only through a Court of Pardons, possibly influenced by the officials of the Pennsylvania Company.

The last work of Col. Scott for the Pennsylvania company was the maturing of a trust fund, now fairly under way. It was after a careful examination of the situation and of the obligations resting upon the company. Under its provisions the liabilities of the road, in guarantees and endorsements, will be provided for out of its surplus revenues.

Three years ago the Colonel had a stroke of paralysis. He went to Europe for a few months, but his system was shattered, and he did not regain his beath. Satisfied that he could not fully recover, he resigned the Presidency of the road and retired to private life. About three weeks ago, on returning home after a drive, he seemed very nervous. Availing himself of his wife's assistance, he changed his seat from chair to chair, and finally went to bed. In the night he suffered a second stroke of paralysis. In the morning he could neither speak nor move. He retained his senses to a limited degree, but from that time to the hour of his death he could not articulate. Under the assiduous care of a physician he grew brighter, and was removed to his country residence on Monday last. His doctor, however, had no hopes of his recovery. A relapse has proved fatal.

Col. Scott was not killed from overwork. He had a wonderful physique, and he drew on it

and was removed to his country residence on Monday last. His doctor, however, had no hopes of his recovery. A relapse has proved fatal.

Col. Scott was not killed from overwork. He had a wonderful physique, and he drew on it after the toils of the day. He enjoyed good company, and after leaving his office or returning from a long journey he spent hours that should have been devoied to sleep in recreation. He was a high liver, and he enjoyed whist and poker, and social amusements. Up to the hour when attacked by paralysis he had lived without sickness. Over-taxation of his physical powers finally sent him to the grave. His peculiar strength lay in the rapidity with which he reached a conclusion. A case would hardly be stated before his reply was ready. His perception was intuitive, and his judgment marvellously accurate. He rarely erred. He transacted an almost incredible amount of business with berfect suse. When exhausted he dropped asieep on the instant, whether on the cars or in his office, and enatched needed rest. He despatched business with electric facility. He dictated to his stenographer with lightning rapidity. In business meetings his speeches were short, terse, and clear. Suggestions flashed from his mind apparently without effort. He had the capacity of ridding himself of difficult questions in a moment. One subject droppod, he immediately seized another. He was punctual in engagements. Every contract was scrupulously fulfilled. He made sew promises, and kept them. A more faithful friend never breathed. His kindness of heart was proverbial. Even his enemies were encompassed by his generosity. No man has ever been more enheared to his business associates. He never forgot the men who served with him when a clerk, agent, or superintendent. As the serve head of a great corporation he never gambled with its interests at the Stock Exchange, and never turned what belonged to others to selfish or mercenary ends. He enchanced strangers by his geniality and freedom from reserve. Col. Forney describes a scene

Killing a Sheriff and Driving a Tax Collector

WILLIAMSVILLE, Mo., May 21.-The three desperadoes who killed young Laterge and committed other crimes in New Madrid County last week, vesterday shot and killed Sheriff John T. Davis and wounded James F. Hatton, Tax Colector of Wayne County.

Sheriff Davis, suspecting that one or more of these desperadoes were in the vicinity, took of these desperatoes were in the vicinity, took Mr. Hatton with him, and rode about a mile from town to the house of a man named Lee. Here they found the men they were looking for taking breakinst. Steeping inside the house. Davis commanded them to rise from the table and surrender. They did rise, as directed, but with drawn revolvers, which they used so effectively that Davis was shot down, mortally wounded, and Hatton received a ball in the head. The men immediately fled, and although one of them was subsequently arrested, he escaped from his captors. Davis was taken to one of them was subsequently arrested, he escaped from his captors. Davis was taken to his home, and died last evening. Hatton is crazy from the effects of the wound.

The people of Wayne County are intensely excited over the affair, and five hundred of them are scouring the woods in all directions for the murderers. A reward of \$2,000 was offered for the men some days ago, and now \$2,000 more have been added.

Anxious to Preach in Prospect Park.

"I want a permit to preach in Prospect Park to-morrow," said a street preacher as he threw his um brella under his arm at the door of the Mayor's office it breils under his arm at the door of the Mayor's office in the Brooklyin City Hall vesterday. "A higher power than the Mayor has tirected me to preach there, because the people win drive through that way on Sunday are all riding to hell." Secretary Rice told the preacher that he had no right to give him a permit to preach in the Park, and said that if the preacher tried to deliver a sermon there he would probably be stopped by the park poice. Mr. Rice gave him a permit to preach in the streets.

The Hinsdale Divorce Sult.

The proceedings in the divorce suit of Wilham R. Hindale, former manager of the Stewart estate of Garden City, against Frances A. Hinsdale, in which he involves his own brother, Mr. E. B. Hinsdale, the wellknown lawyer, are being conducted with numb secrees. Justice (tithest hears the counse, and lawyer the testimate elimination of the control of the almonder to be paid by the plantiff, to the development of the almonder to be paid by the plantiff, to the development of the partial of the paid of the

BIDDULPH, Ont., May 21.-James and William estiley were arrested yesterday in East Saginaw, Mich. for completity in the margin of the Donnelly family at this place. It is said that James Feehley confessed hav-ing taken part in the crime, and his construct would sate in this rest. The consession has observed would sate in this rest. The consession has observed that or origives dents of Buldniph, who formed the Virginice Committee.

FASHION NOIES.

Popples are very fashionable. Oxeyes rival daisies in popular favor. Tuesare aiks sell rapidly to choice customers. Lace is the correct trimming for toulard silks. The high novelty of the moment is Japanese or pe-Nasturtinms and wall flowers have come juto favor. Hed and peliow ombre feathers are very fashionable. Gigot puffs begin to be seen at the top of shirred sineves. White is again the festival dress for the summer of 1881. Light scarf-like mantles will be worn tied in a loop in The tournare and back draperies grow larger and

For country wear, striped batiste and muslin dresses will be in high tayor.

Red and white are the fashionable colors for table
linen, china, and glass.

White believes or straw bonners frimmed with white,
take precedence of all others. New toulard sitts rome in bright and gay mills fleur designs, in other dark or pale-tinted grounds. Light would n study in bright, contrasting stripes make pretty and striking seasible and incumany souts. The most admired and admirable white toilets do not admir any combinations of culor in their effects. Pink and white gines make a more attractive innerestable display than eliver and decorated perceisin or deli-

bere und beneft ruse

f aval harts, bent into fanciful shares and frimmed with
white eathers and white indian multi and lase, take the
lent at the passite moment.

The obligational French barges of twenty years ago
is north again, and, as in the past, white is the tayorie
against all chorse it this interig.

Gariands of recombine, with one large half-blown rose
in the centre, taking under the chin, serve in the piace of
strings on some of the Partician bouncies.

Derk green potentials at the half-shared hounests, with
tops offered multi-larges and strings, and triumed
around the turns with large blown (see, make very gilective hid becoming parden and lawn chape aux.

El gant dinner dresses have the walst and rain of Et gant dinner dresses have the wait and train of some brorade, pointed sains or heavy plant sains the tablet being of contrasting than or broceded material and the trimmings of face and beaded passementers or hamonia.

COURTS FOR BUSINESS MEN TIME AND MONEY SAVED BY THE AR-

BITRATION OF DISPUTES.

The Extent to which the Commercial Ex-

changes are Settling their Own Disputes within their Own Doors-Brokers' Methods

Arbitration, as a substitute for contests in he law courts, is adopted to a considerable exont by the business men of New York city. Members of the Produce Exchange, Chamber o Commerce, Cotton Exchange, and Board of Brokers have found that they can in this way settle their business disputes more ex-peditionaly and economically than by the edious and expensive process of suits at law, The Produce Exchange was incorporated in 1862 and has now about 2,700 members. The Board of Managers annually elect five members as a Arbitration Committee, whose duty it is "to hear and decide any controversy which may arise between the members of the association, or any person claiming by, through, or under them, and as may be vol-untarily submitted to said committee for arbitration." The judgments of this committee have even greater force than the judgments of the Supreme Court, as they are not subject to be removed, reversed, modified, or corruption of the Arbitration Committee or some member. The members of the committee some member. The members of the committee are paid \$5 each for each slitting, by the contesting parties. Their decision must be prompt. The disputes they are called upon to settle refer to the proper carrying out of contracts. The committee for this year is A. E. Orr, J. W. Elwall, F. Mersoner, Franklin Elson, and John Wakeman. The various committees of the Produce Exchange also serve as arbitrators in many cases. In the past three years 78 cases have been settled by the Arbitration Committee, 562 by the Committee on Grain, 13 by the Committee on Provisions, 47 by the Committee on Lard, and 67 by other committees. The average amount of money involved in 150 cases before the Committee on Grain was \$5,000. Private arbitration has also been resorted to in 175 known cases the past year, the arbitrators being selected generally for special knowledge of the subjects in dispute. A rough estimate of the value of the property involved in the proceedings before the Committee on Grain alone in one year is \$500.000. The members say that the slow process of litigation in courts would be absolutely impracticable for the determination of these controversies.

The Cotton Exchange, which was established

the slow process of intigation in courts would be absolutely impracticable for the determination of these controversies.

The Cotton Exchange, which was established in 1370, has about 370 members. Their Committee on Arbitration is Geo. T. Valentine. H. M. Le Count. K. M. Murchison, W. T. Tannahill, Geo. Copeland. Geo. Brennecke, and E. P. Salter. Disputes arising out of interpretation of the by-laws, questions of what constitutes a proper delivery, claims for damages, and the like are determined by this committee, with a right of appeal in certain cases to the Board of Appeal, of which D. G. Watts is Chairman. The amount in dispute is generally from \$5.000 to \$10.000, and sometimes larger sums are involved. The number of cases is thirty or forty a year. The rules to secure prompt decisions are stringent. A claim for arbitration must be made within thirty days. The arbitrators must meet within forty-eight hours of their appointment, and must render a decision within three days after the conclusion of the hearing. There is a very summary way of enforcing an award, by selling out the seat of a member who does not pay.

The Chamber of Commerce established in

is a very summary way of enforcing an award, by selling out the seat of a member who does not pay.

The Chamber of Commerce established in 1874 a court of arbitration for the prompt settlement of disputed questions arising among its members. The Hou. Enoch L. Fancher has been arbitrator since the law was passed, and has decided cases involving over \$250,000. George Wilson is the arbitration cierk. The law was amended in 1875. The arbitrator holds his office during good behavior, but may be removed by the Governor of the State after a hearing upon charges. His decisions have even greater force than those of a Judge of the Supreme Court, because there is no appeal from them. His jurisdiction covers the interpretation and construction of oral and written contracts, and any controversy, dispute, or matter of difference arising or being within the port of New York, or relating to subject matter situate, or coming within that port, voluntarily submitted for arbitration. Either party may appoint one person to sit with the arbitrator. The arbitrator and clerk serve gratuitously. Decisions must be made in ten days after the final hearing. An award of damages against either party may be filed and enforced like the judgment of any other court. The rules require that any dispute submitted must relate to a mercantile or comagerial subject at issue between members of the Chamber or others within the collection district of the port of New York. No minor, married woman, or person of unsound mind can be brought before the Court of Arbitration. There are at present 700 members eachly 1,100 members, has for many years set-

tration There are at present 700 members of the Chamber.

The Board of Brokers, which now numbers nearly 1,100 members, has for many years settled business disputes among members by arbitration. The present committee consists of S. T. Russeil, S. J. Drake, S. J. Harriot, R. Keppler, H. E. Alexander, Henry Graves, H. H. Hollister, and William Lummis. The committee cas regular sittings on Tuesdays and Fridays, when there are cases before them. Sometimes weeks clapse when there are no controversies to be settled. On the other hand, the disputes are sometimes so many as to require extra sessions. The amounts in dispute vary widely, from differences on 100 shares of stock to disputes involving many thousands. The constitution provides for settlement of controversies between members of the Board by The constitution provides for settlement of controversies between members of the Board by arbitration, but there may be an appeal in some cases to the Governing Committee, whose decision is final. If the award is not paid by the defeated party he is liable to suspension from his privingers. It is within the power of the arbiters to remit the contestants to their legal remedies, which is sometimes done. It is compatent for persons not members of the Board of Brokers to bring cases before this committee against members, stipulating to abide by the decision of the arbiters, and even in matters of claims against outsiders by members of the Board arbitration is sometimes submitted to. This plan of settling disputes has found great favor among the brokers. The loss are moderate and decisions are prompt.

WHIPPING THE FOREIGN DOG. A Battle in Which the Betting Men Gave Odds on the Wrong Nide.

The long-expected dog fight between the broken-haired Russian terriers, Stump and Nip, came off yesterday afternoon in a barn on Long Island some miles from the city. The animal named Stump was brought from New York. He is black and tan. Nip is a brindle. imported from England, of building and Irish terrier breed. Considerable money was put up on the foreign dog at odds of \$50 to \$40. The logs were to fight at flity pounds for \$300 a side. When the dogs were shown in the pit the odds in favor of Nip were increased to three to five. Stump won the toes, and as he was iet go be sprang upon bis orgonent, getting an ugly throat hold on Nip. In less than ten minutes it was seen how the fight must inevitably end and the betting suddenly storped. One eager investor of a moment before exclaimed:

My eyes, it is \$25 to a china orange I have bet the wrong way.

The struggle ended in Nip's breaking the hold, but he made no show of fight. Stump soon obtained another hold, and shock Nip nil around the pit until an excited cock fighter cried out," I'll pound him." The laugh caused by this had hardly subsided before Nip got the leg of his antagonist in his mouth. Heretained his hold only a second, however. Stump's under law was fanged, and he could not close his mouth, yet he shock Nip up in a lively fashion.

The fight now assumed such a complayion. odds in favor of Nip were increased to three to

his mouth, yet he shook Nip up in a lively lashion.

The fight now assumed such a complexion that the handler of Stump attempted only to get a turn, as both dogs were greatly exhausted. The dogs were taken to their corpers and stump scratched, but when it came Nip sturn he madea dving effort and weat half way across the pit, where he hay down. The referes decided Stump the winner. Time, 23 minutes. Oddog fighters said this was the most desperate battle ever fought in America for the short time it iasted.

Afterward a match was gotten up for \$200. ever fought in America for the short time it insted.

Afterward a match was gotten up for \$200 between J. Driscoll's white dog Smp and Thos. West's white and yellow dog Jasper. Each weighed 30 pounds. This battle was one sided. Smap out fighting Jasper at all points and winning the match in 15 minutes.

The crowd were so excited and determined to see somebody get a pounding that an off-handed match was quickly arranged by two well-known sporting men for the colored boxer franger Taylor and Dutch of Fulton Market to fight with hard gloves inside of three weeks for \$250 a side.

Vashington, May 19. - Under Mr. Hayes and his peculiar application of civit service reform, office brokerage greatly increased and it is not uncommon to see from two to six advertisements per day in the purhave been offering so much percent of salary and a bonus

Solution of a constant of the description of the description of the constant o 

The Western Union Telegraph Company transmitted the New Testament by telegraph on Frillay night has to the Composition of the Was their through on three wires, and was delivered in good shape before the Composition of the

THE MISMANAGED DOCK DEPARTMENT. Not Even Collecting the Money Due It-M:

Vanderpoel's Eyes Opened. In the Dock Department inquiry yesterday, Commissioner Vanderpoel was shown a letter, dated May 13, 1881, to President Jewet of the Eric Railroad, requesting the payment \$9,375 due the department from the railroad or rept from February 1, 1880, to May 1, 1881 The letter was signed by Eugene T. Lynch Secretary, who explained that it was dictated by Mr. Dimock. Mr. Vanderpoel said that he did not know it had been sent. The subject had certainly not been discussed recently by the Board. He had heard, about a year ago that money was due the department from the Erie road, but he supposed the claim had been

Contracts with lessees of the department stipulated for payments quarterly in advance. "About a week ago," continued Mr. Vanderoel, "I began to collect in person what was due the department, and I was furnished with what purported to be a list of all who were indebted to the department, with the amount due from each. Jewett's indebtedness was not on that list, but subsequently I obtained some other

settled until he again heard of it yesterday

items of which it was one."

Commissioner Laimbeer said, at this point I wish Mr. Vanderpoel to state if I am not right in saying that when he proposed to make these collections he met with various annoy-ances before he could get the list; that when he ances before he could get the list; that when he got it it was incomplete, and that he had to ask again neel again before he could get the supplementary items.

Mr. Vanderpoel replied that Mr. Laimbeer had stated the case correctly. "I had," he continued, "great trouble to get the original list. I met with several repuises. My request was not promptly attended to by Mr. Whitney, our bookkeeper, and I had to make continuous application. I naked for bills to present, but I couldn't get them. I was told that all the parties had bills, and that additional ones were not necessary.

couldn't get them. I was told that all the parties had bills, and that additional ones were not necessary.

"The Marine Steamship Company were on my list for about \$1,900. When I called on them they asked me for a bill. I told them I was informed they had one, but they went over their books and receipts and proved to my satisfaction that they owed us nothing on transactions in the past two years. I went back to our office, insisted on having a bill, and thus discovered that it dated back more than two years. I presented that it dated back more than two years, I presented this bill. They promised to investigate, and subsequently they sent word that they not only owed us the amount of the bill, but twice as much, namely, \$3,800. Whitney had given me one-half of that amount only.

"I also presented a claim of \$375 against R. Cornell White, and when he looked the matter up he found he owed twice that sum. I had similar experience with others. Recent bills were receipted, but some running back a year or more were unpaid.

"There was a claim of \$1,500 against the Hudson River Tunnelling Comtany on a lease which, according to the resolution of the Board, was to run from January 1, 1881, with payments which, according to the resolution of the Board, was to run from January 1, 1881, with payments which, according to the resolution of the Board. I saw there had been erasures where the month of April and the months in which the quarterly payments were to be made were written. Here is the lease."

The lease was held up to the light and the erasures were plainly visible.

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Is the lease."

The lease was held up to the light and the erasures were plainly visible.

Witness added: "Mr. Whitney, the chief clerk, read over the lease and here are his initials. His initials are endorsed on documents to show that they are drawn up in accordance with the resolution or direction of the Board. Mr. Whitney says the lease was all right when he handed it to the company's counsel. When it came back again to us we signed it without reading it over again. The matter has been discovered since the last meeting of the Board. Consequently we have taken no action as yet.

"The amounts due as stated in my lists add up to \$63.803. I have collected about \$9.600. Mr. Early, the messenger in our office, used to collect checks amounting to \$4.000 or \$500.000 a year. Mr. Early's salary is \$750 a year."

Mr. Laimbeer testified that he had never heard of the amount due from the Erie rond until it was given, on Friday, to Mr. Vanderpoel, who showed it to him.

"Recently," continued Mr. Laimbeer," we determined to charge twenty cents for every load dumped on certain of our premises, and directed the chief clerk to sell tickets for each load. I find that he has sold \$4.000 tickets to one man, and this sale precludes seven-t-oaths of the men who wish to dump. Now Mr. Vanderpoel attends to the sale himself.

"It is my experience that Mr. Lynch, the Secretary, is away from the office much of the time during office hours. Reductions have been made, and more are contemplated. I flod that materials are being supplied by a few people at rates fixed by resolution before I was in the Board, and I besiteve that the econd content and cheaper by the ordinary advertising and contract system.

"I also believe that more economical construction of our bulkbad avagers is each."

tract system.
"I also believe that more economical con-"I also believe that more economical construction of our bulkhead system is possible. I had hoped to get our dredging done cheaper this year, but I believe that the companies have formed a combination against us to keep up prices, and I found it necessary to advise a contract with the same company as last year, and at the same rates. The department owns only two dredging machines; if it owned two more it might break up the combination.

"Let me say further that although I have been here since last December, I haven't been able to determine just what duties are required of me."

Linsey J. Howe, an expert in bookkeeping.

of me."
Linsey J. Howe, an expert in bookkeeping,
was shown certain entries in the department
books and asked if he considered the person
who made those entries a capathe bookkeeper.
He replied in the negative.

Men Wanted for Three U. S. Frigates. Commander H. B. Seeley, United States Navy, who has been ordered to reopen the naval rendezvous in this city, which was discontinued two years ago, reported to Commodore Cooper for duty yesterday. The rendezvous will be opened to morrow at the Seaman's Exchange, 187 Cherry street. This resistabilishing of the office for entisting seamen for the navy has been made necessary by the vary fitting out of the firstes fluoriym, Languager, and Hartfirst, for which crews there are not enough men on the receiving ships. They will require an aggregate of about a thousand men.

A Soldier's Sulcide.

Hugo Findersen, aged 36, a private of six ears' standing in the United States army, who was con-elescing from a fit of intermittent fever in the hospital

at Fort liamilton, yesterday morning committed suicide by outling his throat in a closer in the rear of the hos-pital. He was slive when found, but the lecame morn-ser us and died in about filtern minutes from locs of blood. He seemed to be cheer in in the mornor, and no cause is known leading to the act. Coroner Keller held an inquest yesterday. Findersen was married and his wife lived in Finlad iphia. SPORTING NOTES.

Courtney is practising on Owasco Lake. What fort The yacht Volunte has been sold to Messra Hodges 4 Tower.

The spring cames of the Manhattan Athletic Club are to be contested on been ration Day.

The programme for the Grand Trotting Circuit has been perfected, and will suon be amounted.

Aureoins has joined the spring squal of broken-down racers. It will be safer to back horses at the peak.

A recent law emeted in New Jersey prevents ininors from playing pool. Several stress stave been made.

Col. Charles S. Stehe of Memohis, an able trinian, has been elected judge by the Brightin Brack Association.

It was a sed far for Regularmanthy, for first said time. If was a set fate for Rhadamanthus, the first and run-er the Dwyer Brothers owned, to be borned in a stable Baltimore is to be the raving centre next week. Lake the about will probably make his opening race of the The ejections says that Kelly & Blisspan \$1,000 Stoom a Special contains, with Hos hos, Bengal, and Bequerort, lasts Transday. Bequerort doi: 1.

After former has strick pleasant hoesin Belgium. In containy with a weathly Prince he is giving billiard exhibitions at add of the pier.

A cricket match, 19, which the two elevens were composed of women, recombly host piece at follows, incland, Mrs. Richards and Richards and Richards and Richards and Richards an Waller, m has never d the best Frey #100 for match for #250 a side and the metal representing the pool chain putcher #250 a side and the metal representing the pool chain putchers of America. The games will make place on June 2.

Barrier greeklers. Best Ruser on Lexingation he large that limite will win althus favored tengal caronis. Ben with the finishes will win althus favored tengal caronis. Ben sew the contribution in Kenturky, and Konwsa race horse when he sees one.

The first meeting under the National Trott of Assembly the ruse of the first Britain these years the first wave or

Liken to Parks be company as on a confidence with the translate to \$1.000 a confidence of the confidence of the season that the translate that the season that the translate to the twenty of the translate to the twenty of the translate that the season tha The contestants entered for the most race for the Astley but are assumed the arctical of Western to Lembin. He saided in the Wisconian Law Tuesday. As soon as the reactes England ne will be entited on to mame the place for the race, which is to begin June 20.

HARVARD AND PRINCETON.

THE CAMBRIDGE BOYS WINNERS IN A SHARP GAME OF BASE BALL, Good Play that Made it Seem at First as

Though Neither Side would Secure a Rea -A Score of 4 to 1 Against the Princetons. Harvard and Princeton, stopped by the rain on Friday, had their game out yesterday in propitious weather. By 1/2 o'clock the field was gleaming with the crimson stockings of Harvard, which in all cases were drawn over calves of monstrous prominence, and among them the black and yellow stockings of the Princetons, covering rather more slender shanks, afforded a sort of caterpillar mingling The arms of both sides were exposed. Half a dozen balls were flying over the field with the frequency of pyrotechnic pieces in a political campaign, and the little man who was cutting down a final bit of longish grass with a mowing machine were the expression of a timid recruit in battle. All the students and many visitors and ladies were present when the game opened Princeton went to the bat first. Folsom, the Harvard pitcher, began to send in balls to his small catcher that shook and rattled that com-petent assistant to his foundations. Duffleid, being the first striker, sent a mighty and a high one to centre field, which was caught. Wadleigh knocked a ball in the neighborhood of the

one to centre field, which was caught. Waddeligh knocked a ball in the neighborhood of the Harvard short stop, who got it to the first base before Waddelch, and Rafferty struck three times in vain, leaving his side without a run, Harvard did no better, her first three atrikers going out without difficulty and in uninterrupted order.

In the second inning McCune, who is called the best batter of the Princetons, went out on a fly taken by second base; Schenek made three lake strikes with a favorite cherry wood but and followed suit, and Harian, a son of Chief Jastice Harian of the United States Supreme Court, a giant like McCune, closed the prospects of Princeton for the Inning by reason of a high ball which was caught by the Harvard centre field. The Harvards again were treated as badiy, Baker being caught out by short stop, Edwards being put out at first by a ball throws very high by the short stop, but caught with extraordinary capability, and Folsom at first, by help of the short stop, who captured a ball that had made its way like a flash between the legs of the Princeton pitcher.

In the third inning, Loney of Princeton got to first base on called tails, and stole to second in spite of the Harvard catcher, who threw a beautifully unswerving low line ball to that point just a second beatind Loney, who arrived at the sand baze in an unpicturescope sitting posture, with his feet in advance, After that the umpire got into collision with the Harvard catcher, preventing him from taking an easy foul, and Loney when him from taking an easy foul, and Loney went home at the same time; but in getting to second Archer was beaten by the ball and Drineston again retired, having made the first and only run in the game so far. Hall of Harvard got to first, but being forced off by Snow, was put out at second, and two others going out in short order. Harvard still remained without a tally,

In the fourth inning Wadleigh of Princeton knocked a high bail into the hands of the right field, who dropped it, but got it to second in time to catch Wadleigh, who had essayed that point. Refferty struck out, and McCune sents aughty fly to right field, which did not drop it this time. Harvard weat our even more quickly, one sail from Olimsted being taken by the right field after a long and doubtful rug. Nichols striking out and Baker going out on a foolitie.

foultip. In the fifth inning Harvard made a break. Harvard .... 0 0 0 0 2 2 0 0-4

Base Hits-Harvard, 5, with total of 6; Princeton, 1, with total of 2

Errors-Harvard, 3: Princeton, 7.

The Brooklyn Atlantics took the New York The Brooklyn Atlantics took the New York Metropolitans into camp yesterday in handsome style at the Polo grounds. The Brooklyn battery played with telling effect on the New York forces, the latter scoring half a 100cm bass lits only, the field support given Haves and Valentine by the Atlantics being up to a very high mark. Daly was worse punished than in any game this season, as the secret of thirteen base hits and six earned runs show. The Mets go South this week, they playing in Philadelphia and Washington.

\*\*\*SEMPFOLITAS.\*\*

ALLANIC.\*\*

Total ...... 1 0 24 7 9 Total .... 8 13 27 7 1 RUNK SCORED RACH PARISON.

Metropolitan 0 0 0 0 0 0 0 0 0 1-1
Atlantic 0 3 0 0 4 1 0 0 0 0 0
Pirst Base by Errors—Metropolitans, 1: Abantes, 1.
Earned Runs—Metropolitans, 2: Allantics, 3. In Amherst, Mass.: Amherst, 12; Union Col-

Earned Runs—Metropolitans, of Atlantics & In Amherst, Mass.; Amherst, 12; Union College, 4.

The most signal defeat of the season in the League arena was that which the Providence nine sustained yesterday at the hands of the Detroit team, the after whipping the visitors by 16 to 0. In Buffalo the Workesters redeemed their loss of the day before by defeating the Buffalos by 9 to 6. In Calcago the Bostons agained to succumb to the superior play of the Chicagos and in Cleveland the Troys were again defeated by the hone team. This leaves Workester in the van with ten valveies and only three defeats Chicago standing second with nine and they. Beston third with eight and five, Buffalo fourth with eight and six. Caveland six with six and clint, Deroit seconth with few mand ten, and Troy last withit wo and eleven, the fast showing being the worst Troy has wer known in the League.

Warren D. Wuits, Manager of the Nationals of Washington, best engaged John Eamsen of the Chicago Ciubot. The Cover and the Atlantic Cub of Brooklyn will go to Albany and become the Albany Ciut.

The Coveland Club has engaged John Eamsen of the Chicago Ciubot. The other street with the Atlantic Cub of Brooklyn will go to Albany and become the Albany Ciut.

The Coveland Club has engaged John Eamsen of the Chicago Ciubot. The other street with the sengage Smith of last year's Cheminal Cub to play on third base.

A special despatch to the Cleveland Leaser from Pittsburgh says: "It is said in sporting directs here that the Troy Club will permanelly locate in this city. They complain of batter male to them by a capitalist here which it is thought they will never it. They are wish it is thought they will never it. They are wish it is thought they will never it. They are wish it is thought they will never it. They are wish it is thought they will never it. They are wish it is thought they will never the Troy Club will permanely be called in this city. They complain of battering the wished it is thought they will never the this thought they will never

The Intercollegiate Champianship-Prince

ton's Victory Yesterday. The first game of the intere diegiate cricket framphosean a resewal predicted for arthest and sthe Staten Island Club at Tompkos ple the sensed

A Coparino Bosts It is claimed that the best at the Wallahous